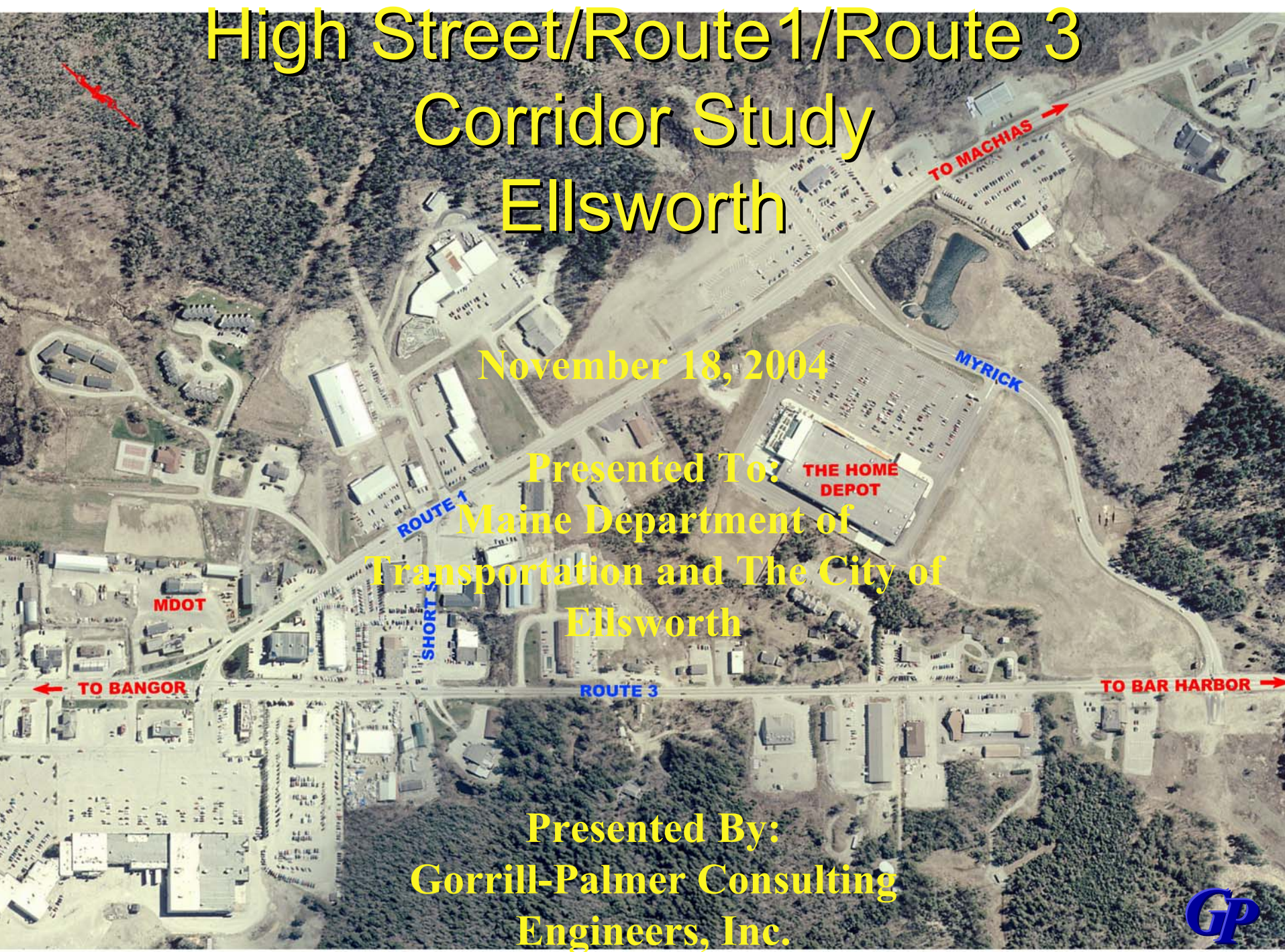
High Street/Route1/Route 3 Corridor Study Ellsworth



November 18, 2004

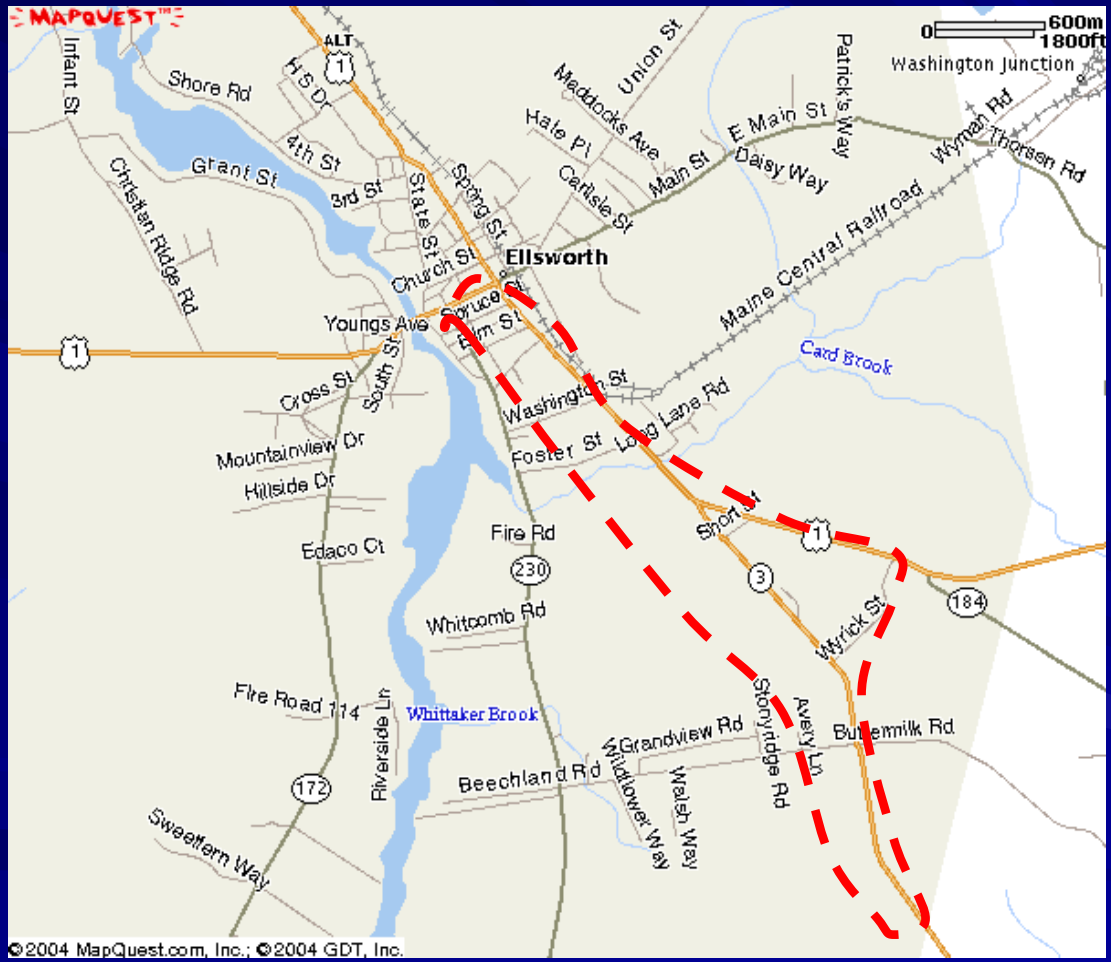
Presented To:
Maine Department of Transportation and The City of Ellsworth

Presented By:
Gorrill-Palmer Consulting Engineers, Inc.

Purpose of Project

- Determine improvements that can be made to the existing street system to improve traffic flow on High Street, Route 1 and Route 3 within the study area

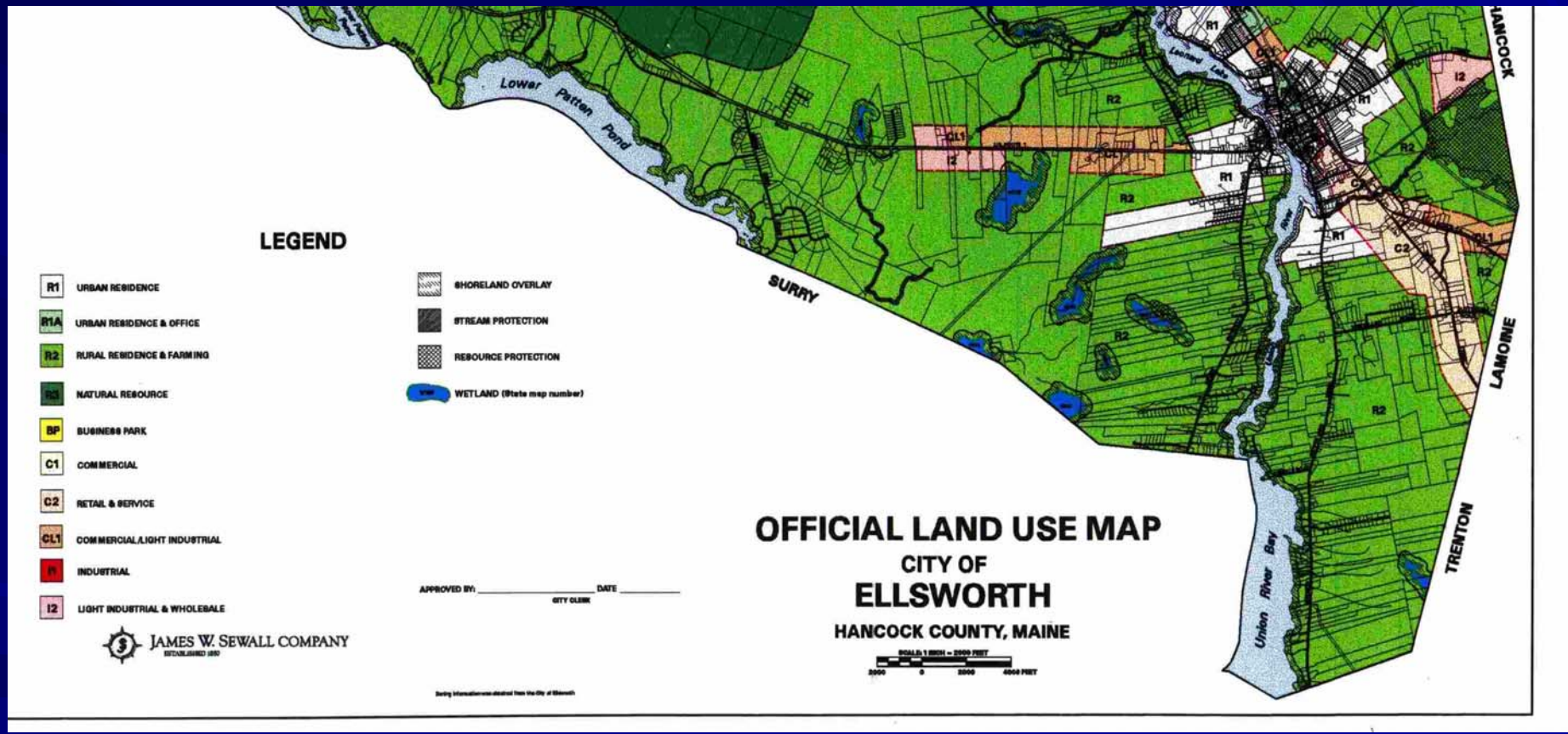
Study Area


MAPQUEST
0 600m 1800ft
Ellsworth
Washington Junction
Shore Rd
Infant St
Grant St
4th St
3rd St
Christian Ridge Rd
Church St
Spring St
State St
Union St
Maddocks Ave
Hale Pl
Carlisle St
Main St
E Main St
Daisy Way
Patrick's Way
Wyman Rd
Thorsen Rd
Maine Central Railroad
Card Brook
Youngs Ave
Spruce St
Elm St
South St
Cross St
Mountainview Dr
Hillside Dr
Edaco Ct
Washington St
Foster St
Long Lane Rd
Fire Rd
Whitcomb Rd
Fire Road 114
Riverside Ln
Whittaker Brook
Beechland Rd
Wildflower Way
Walsh Way
Grandview Rd
Stonyridge Rd
Avery Ln
Buttermilk Rd
Wyrick St
Sweetfern Way
©2004 MapQuest.com, Inc.; ©2004 GDT, Inc.

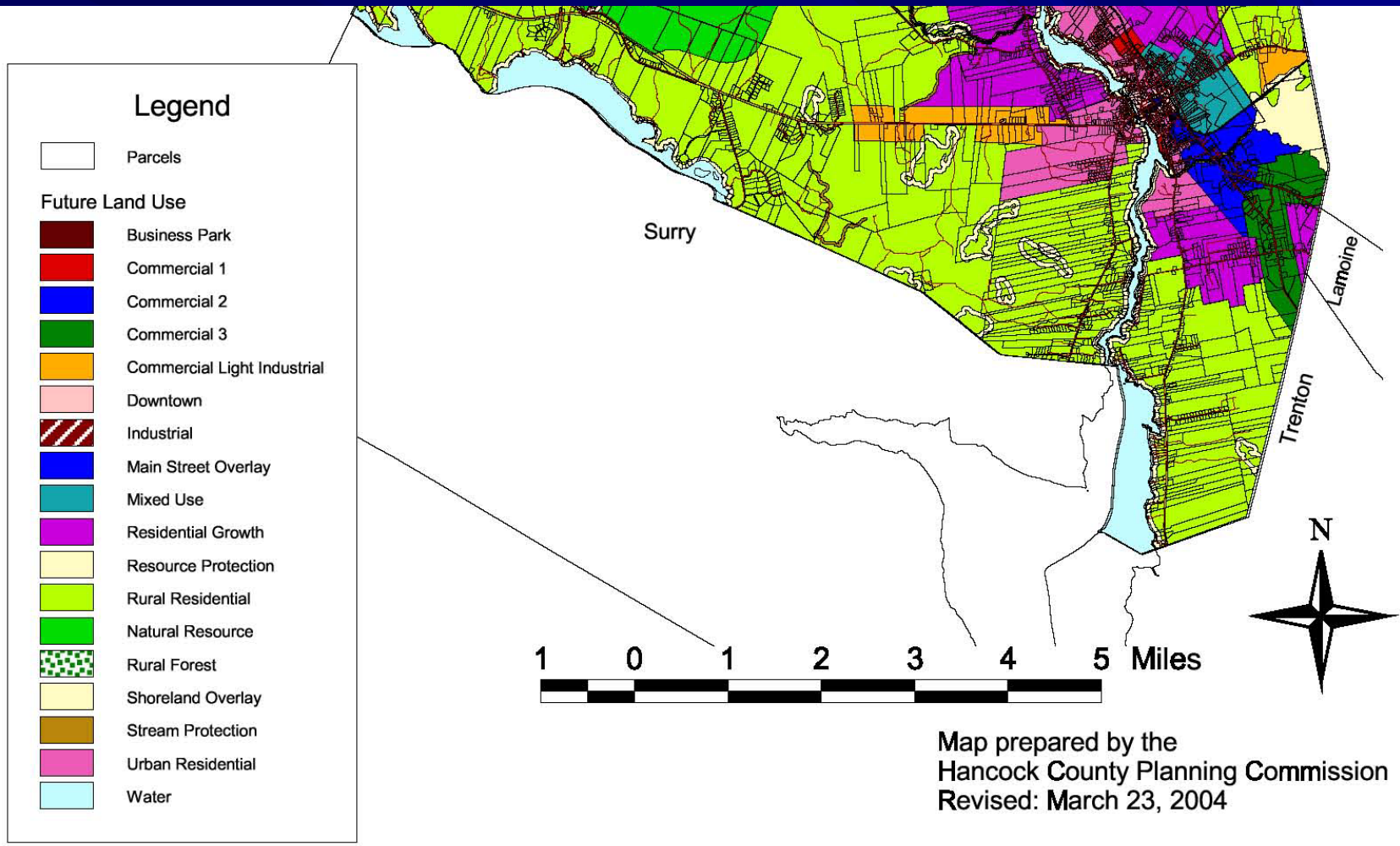
Land Use Forecast

- Based on Cities Comprehensive Plan and Zoning
- Based on expected growth in development
- Horizon Year – 2025

Land Use Map


LEGEND
R1 URBAN RESIDENCE
R1A URBAN RESIDENCE & OFFICE
R2 RURAL RESIDENCE & FARMING
R3 NATURAL RESOURCE
BP BUSINESS PARK
C1 COMMERCIAL
C2 RETAIL & SERVICE
CL1 COMMERCIAL/LIGHT INDUSTRIAL
I1 INDUSTRIAL
I2 LIGHT INDUSTRIAL & WHOLESALE
SHORELAND OVERLAY
STREAM PROTECTION
RESOURCE PROTECTION
WETLAND (State map number)
JAMES W. SEWALL COMPANY
APPROVED BY: _____ DATE _____
CITY CLERK
OFFICIAL LAND USE MAP
CITY OF
ELLSWORTH
HANCOCK COUNTY, MAINE
Lower Patten Pond
Leonard Lake
SURRY
LAMOINE
TRENTON
Union River Bay

Future Land Use



Land Use Forecast (Con't)

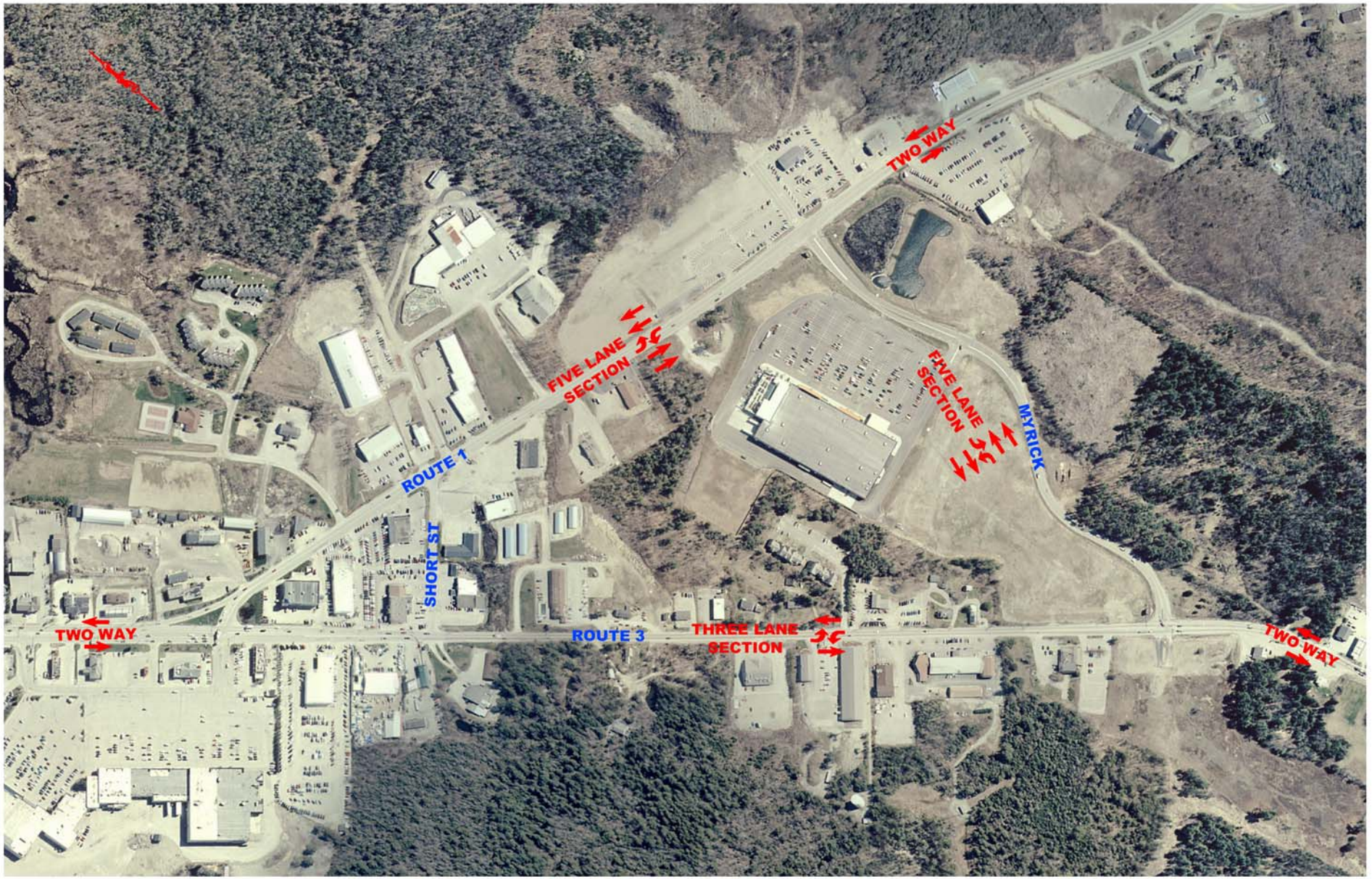
- Linnehan Parcel
  - 200,000 Square Feet of Retail
- Myrick Road
  - 460,000 Square Feet of Retail
- King Parcel
  - 210,000 Square Feet of Retail

The “Triangle”

Background Traffic Growth

- Based on historic counts
- 1 % per year

Alternative 1



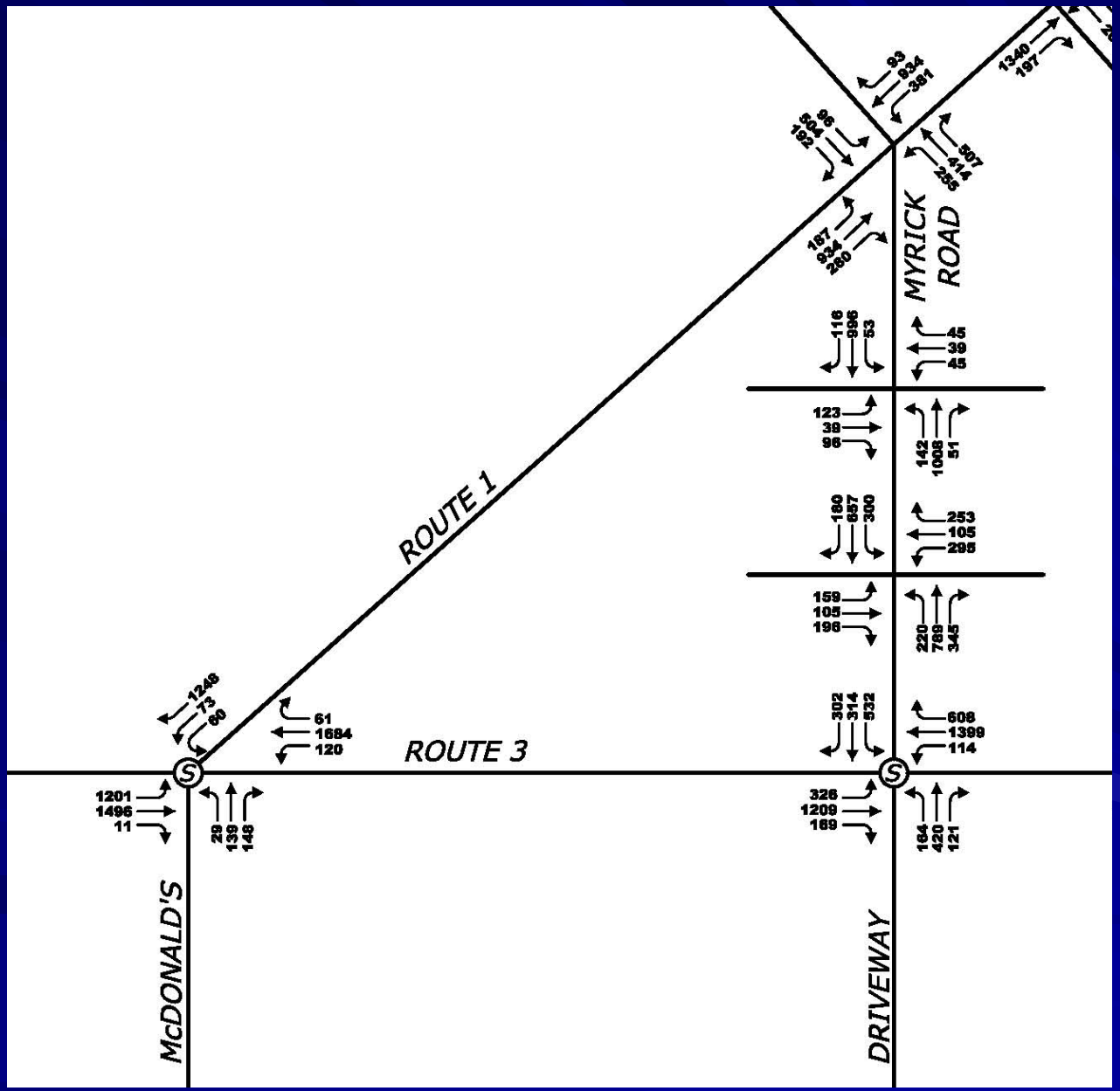
Pros

- Maintains Existing Traffic Patterns
- Provides left turn lanes for turning traffic, improving flow of through traffic

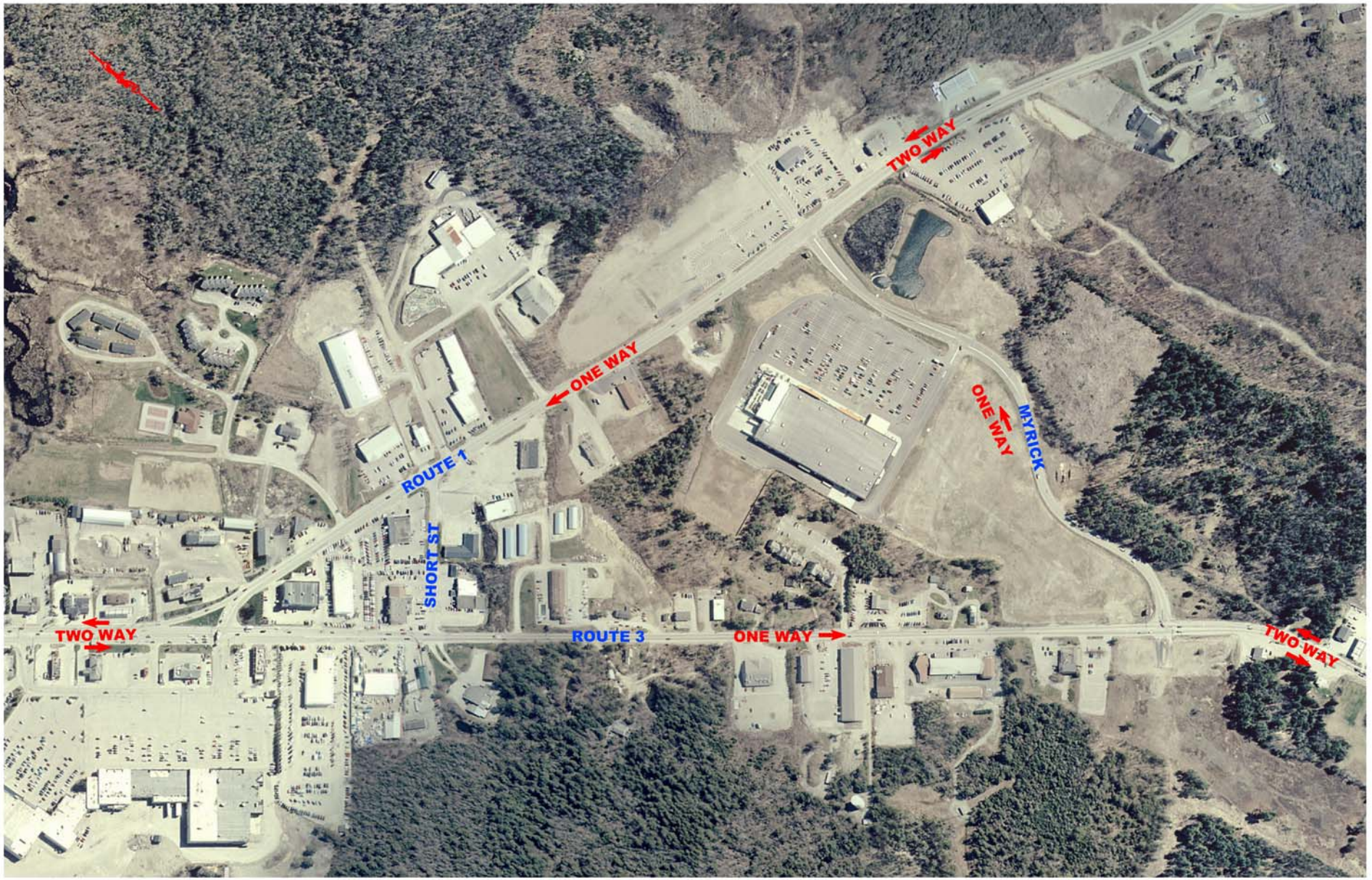
Cons

- Does not solve traffic congestion between the Triangle and Myrick Road
- Adjacent grades between triangle and Myrick and a 4F property limit the amount of widening that can occur

2025 Forecasted Volumes



Alternative 2



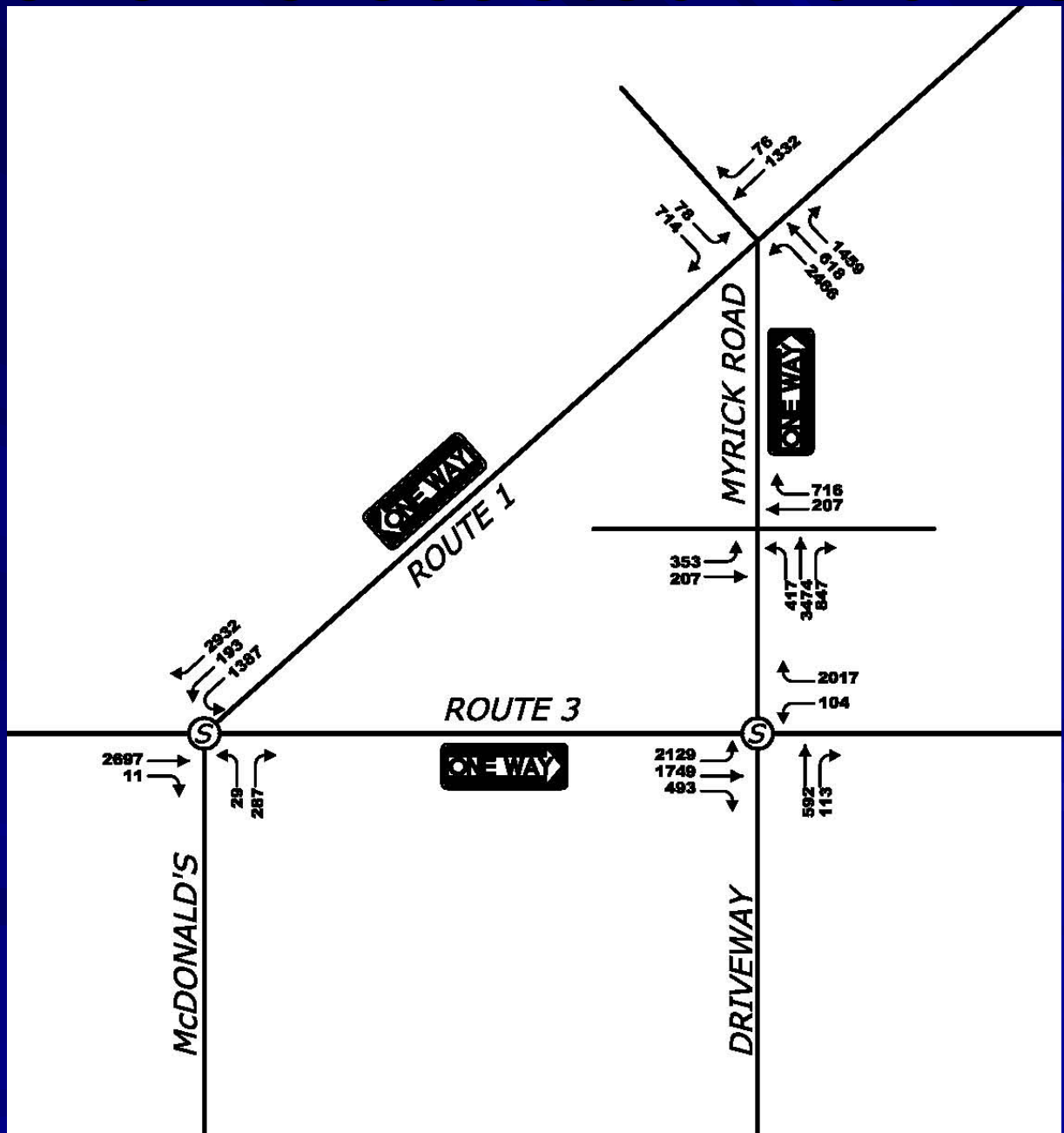
Pros

- Eliminates EB left turn onto Route 1 at Triangle
- One way flow will require less new pavement on Routes 1/3
- Reduces the number of conflicting movements

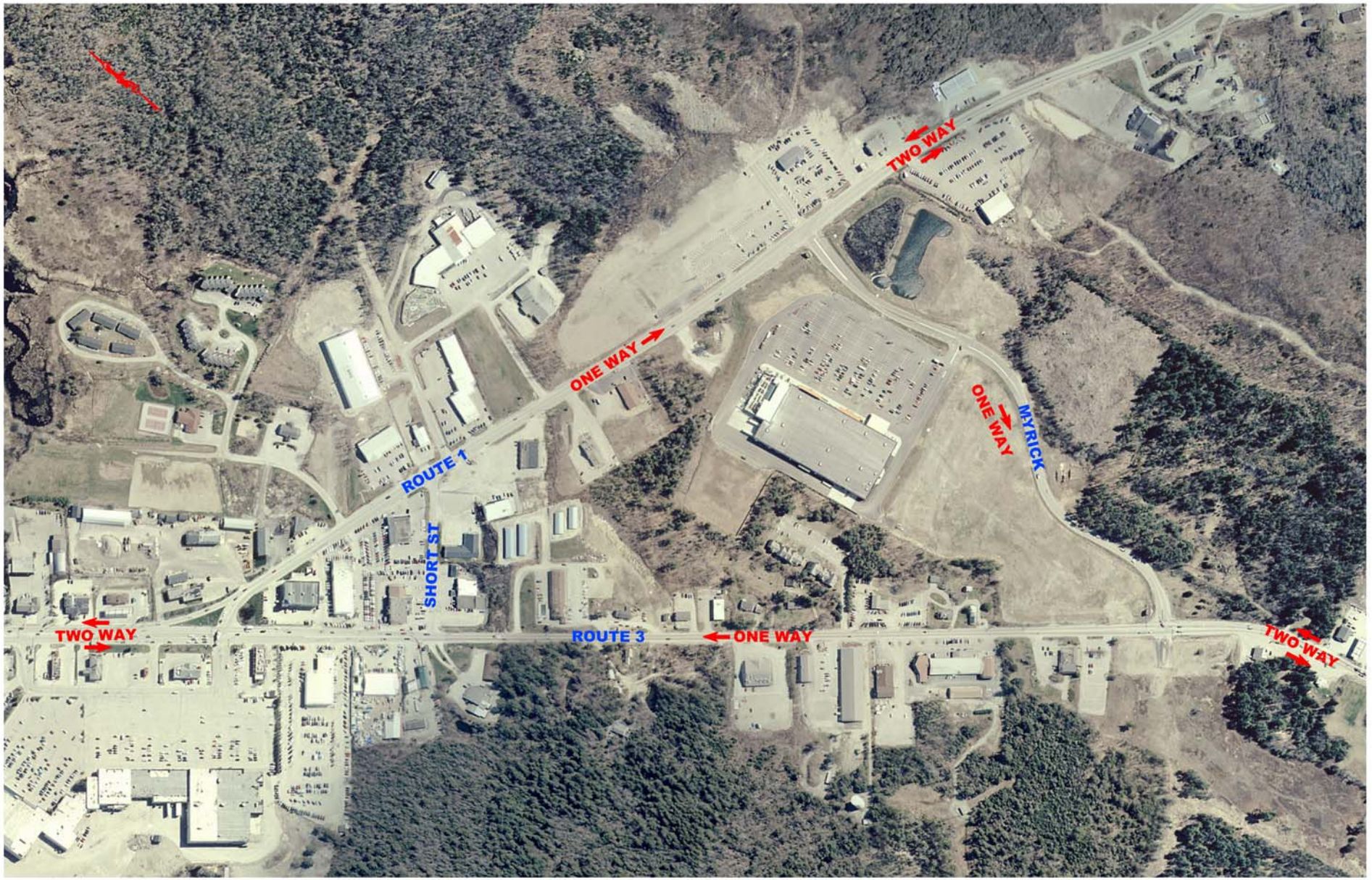
Cons

- Vehicles NB on Route destined EB on Route 3 will need to traverse the triangle and vice versa
- Impact to Businesses
- Creates large intersections at Route1/Myrick and Route 3/Myrick

2025 Forecasted Volumes



Alternative 3



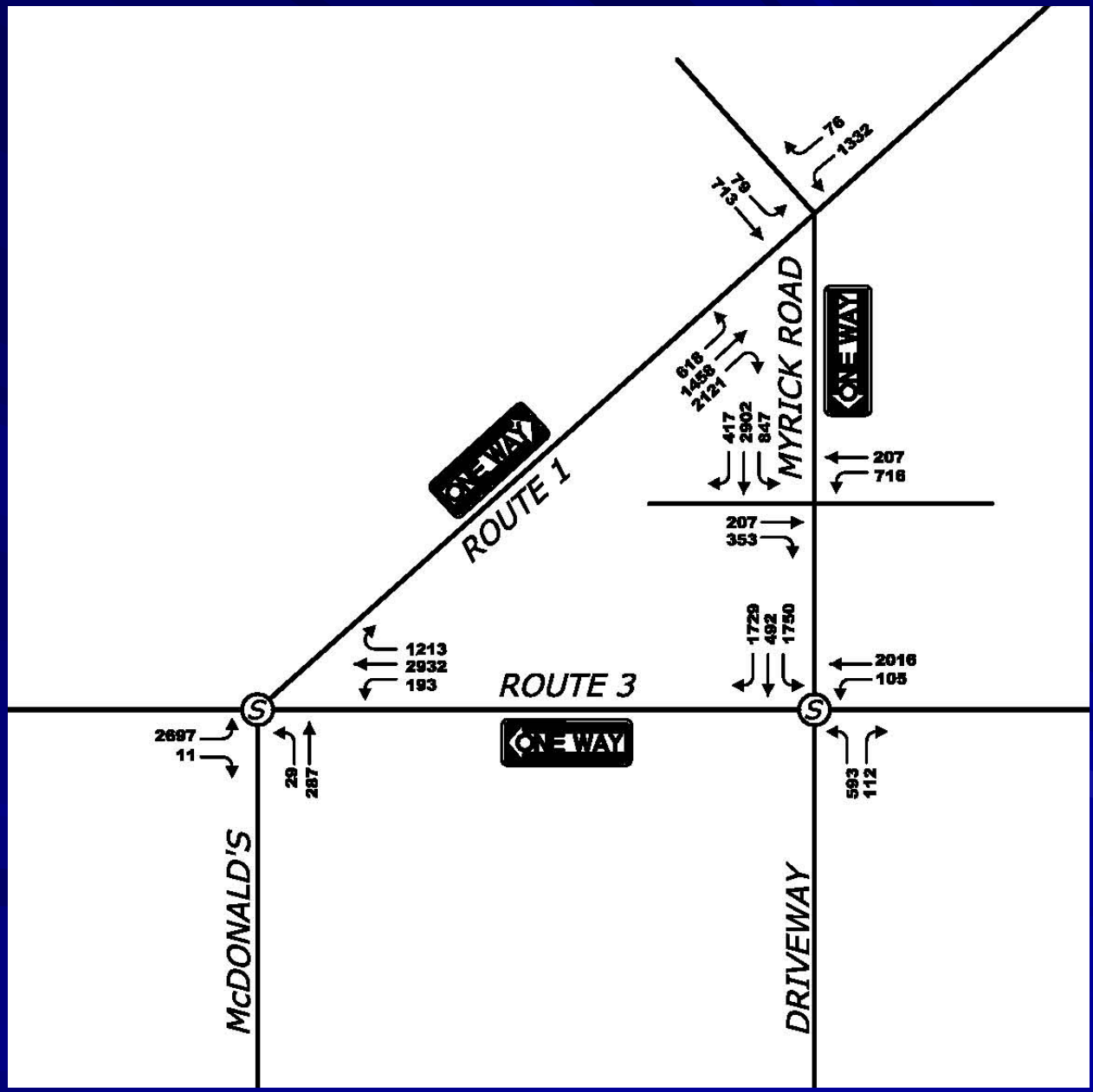
Pros

- One way flow will require less new pavement on Routes 1/3
- Reduces the number of conflicting movements

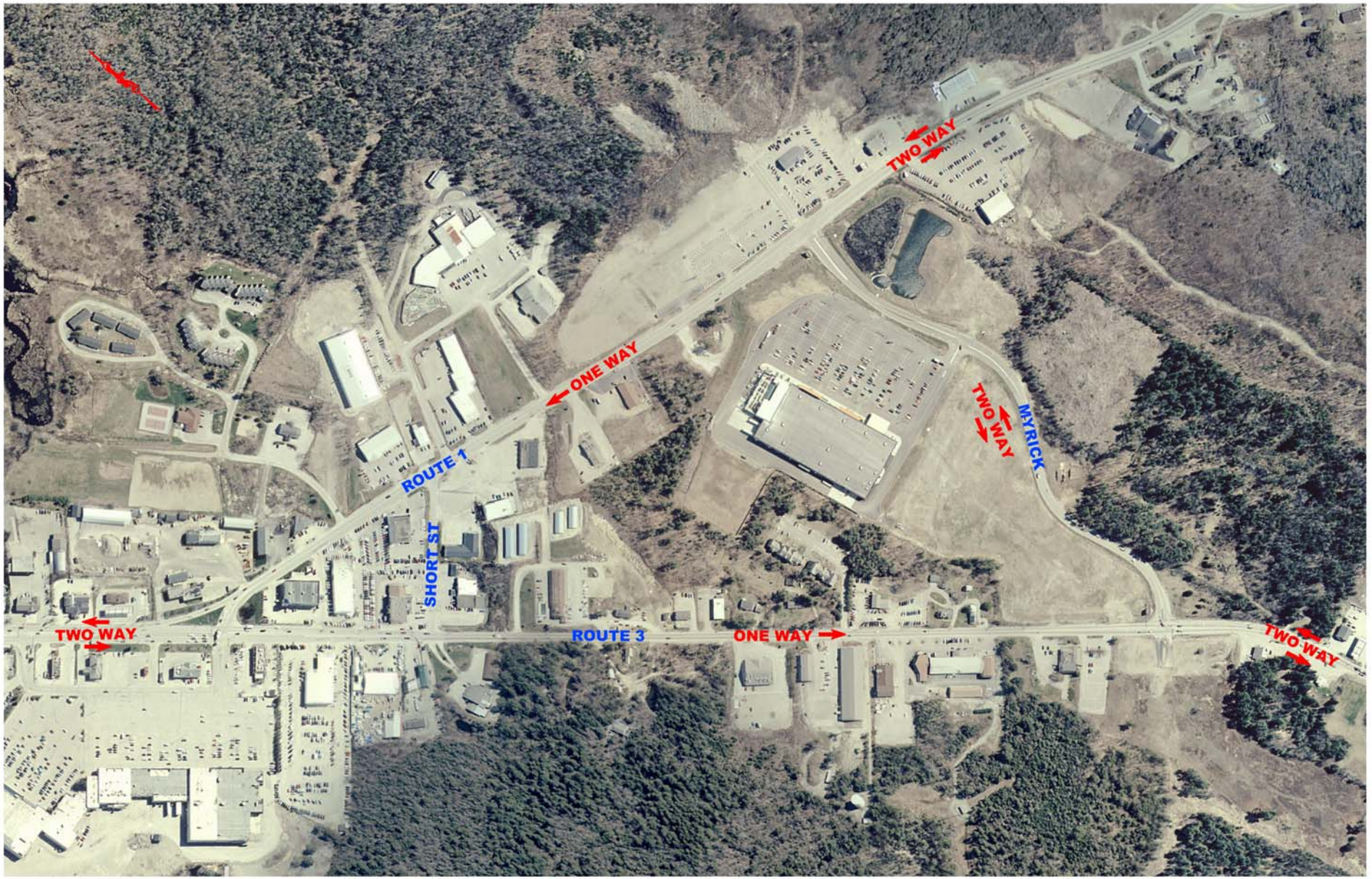
Cons

- Creates a large left turn movement against a large though movement at the triangle
- Inefficient traffic flow pattern compared to counter clockwise flow
- Impact to Businesses

2025 Forecasted Volumes



Alternative 4



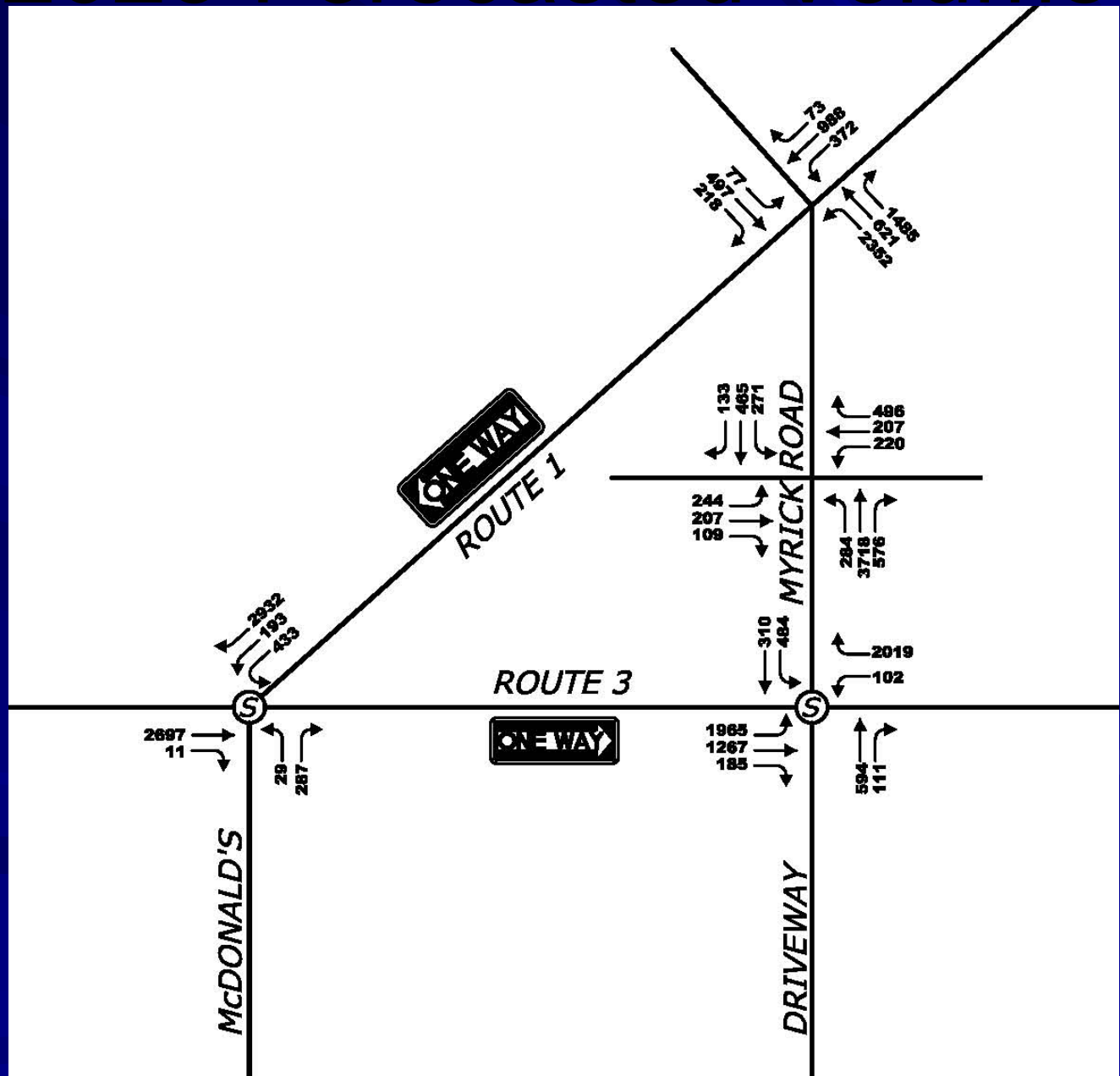
Pros

- Eliminates EB left turn onto Route 1 at Triangle
- Traffic between Routes 1 & 3 can use Myrick to cut across , staying out of the triangle
- One way traffic flow will require less new pavement on Route 1 and 3

Cons

- Creates large intersections at Route1/Myrick and Route 3/Myrick
- Impact to Businesses

2025 Forecasted Volumes



Alternative 5

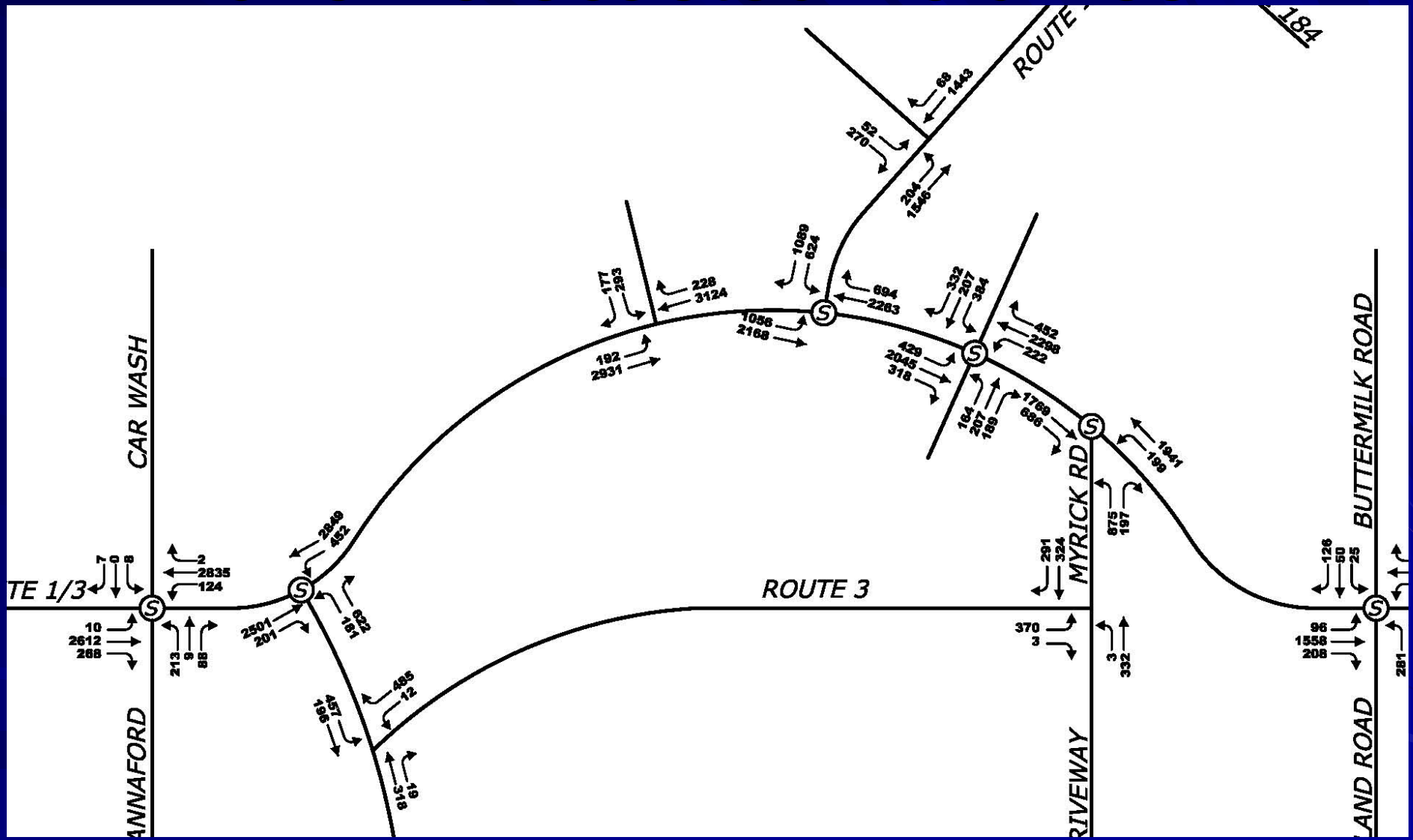
Pros

- Eliminates EB left turn onto Route 1 at Triangle
- ROW is easier to obtain
- Creates new alignment for Route 3 away from the 4F property

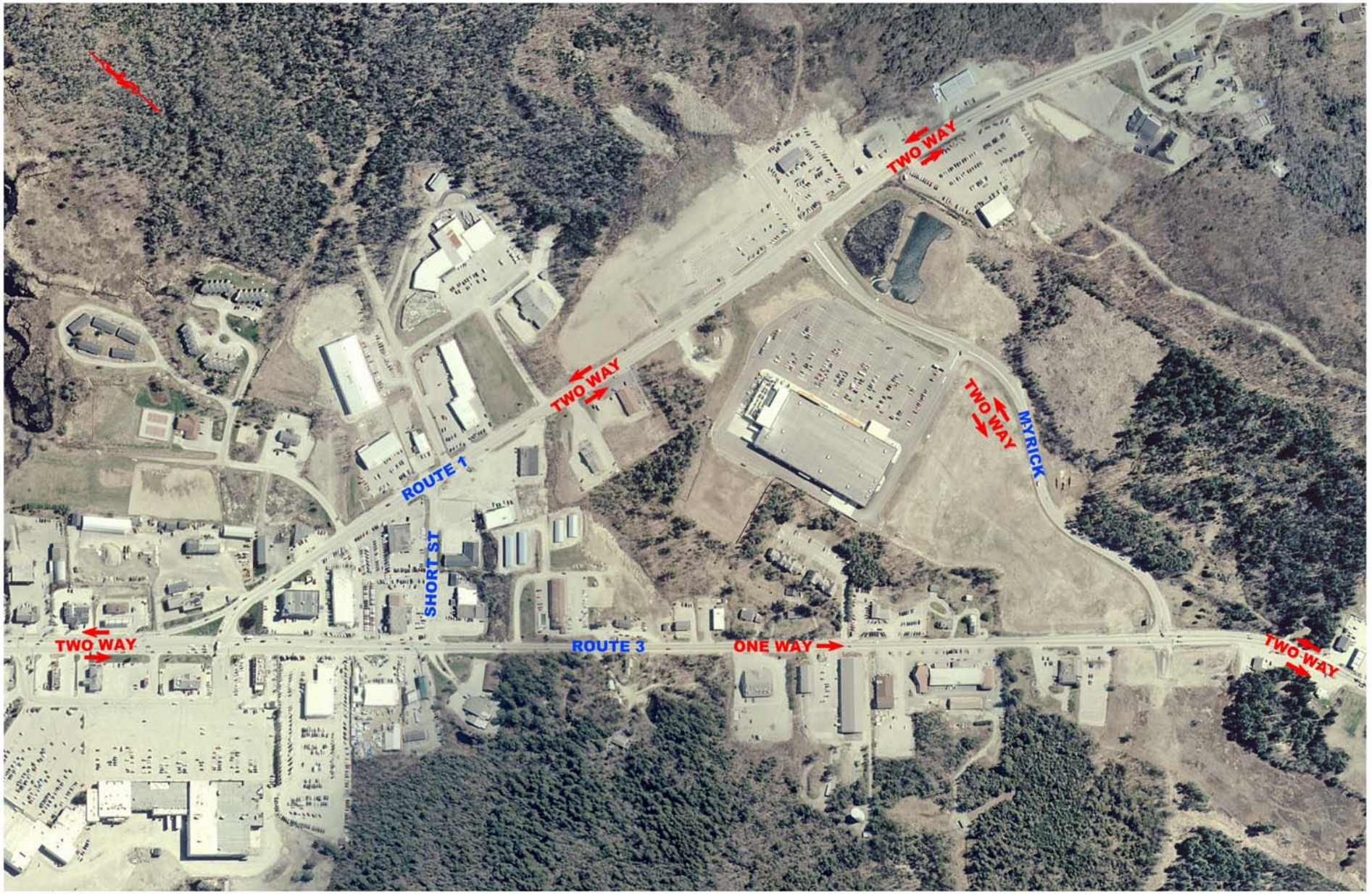
Cons

- Existing Route 3 Between Route 1 and Myrick Becomes Local Street
- Significant amount of new pavement

2025 Forecasted Volumes



Alternative 6



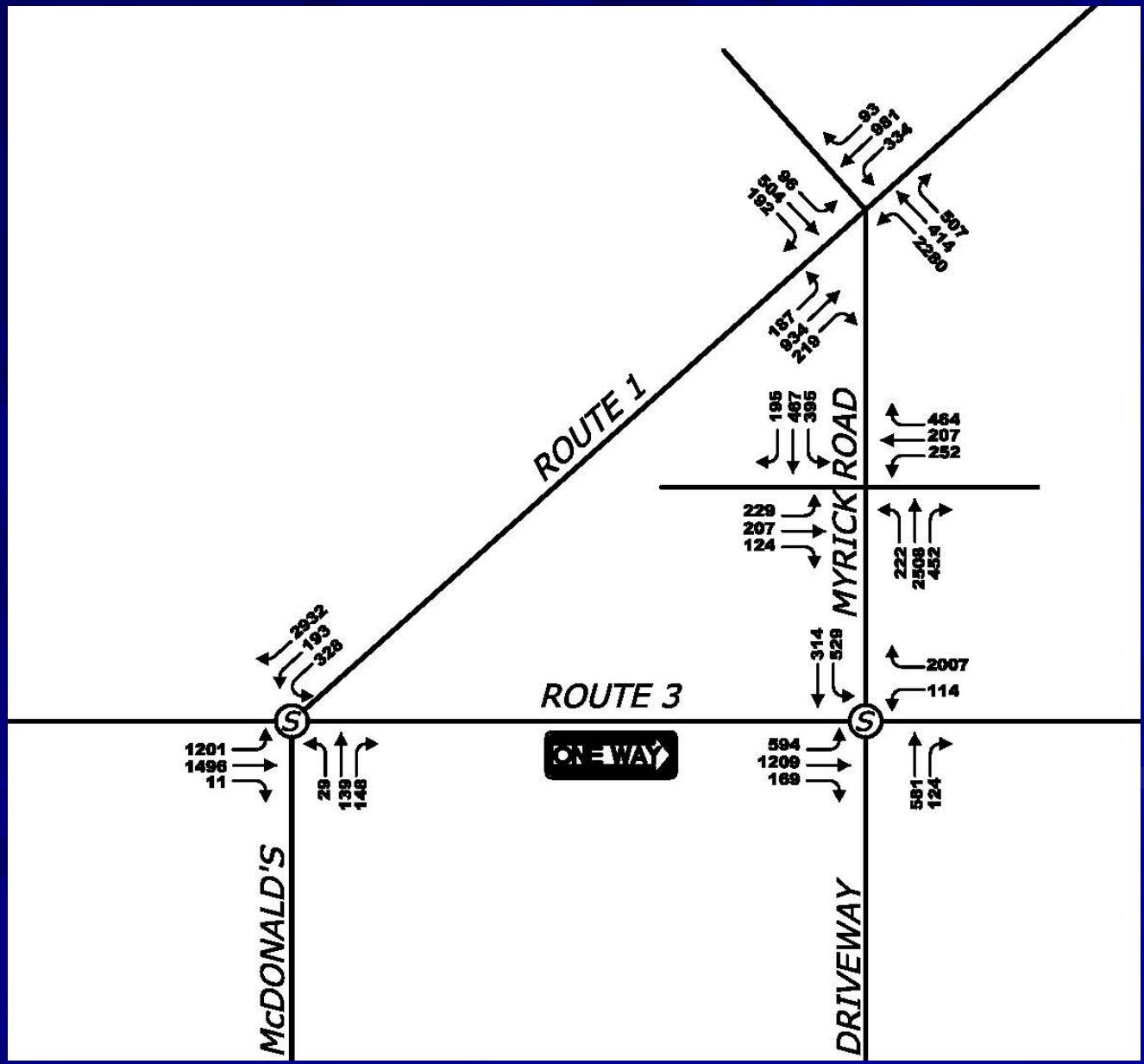
Pros

- Provides left turn lanes on Route 1 for turning traffic, improving flow of through traffic
- Route 3 widening kept to a minimum

Cons

- Impacts to business on Route 3
- Creates large intersections at Route1/Myrick and Route 3/Myrick

2025 Forecasted Volumes



Alternative 7

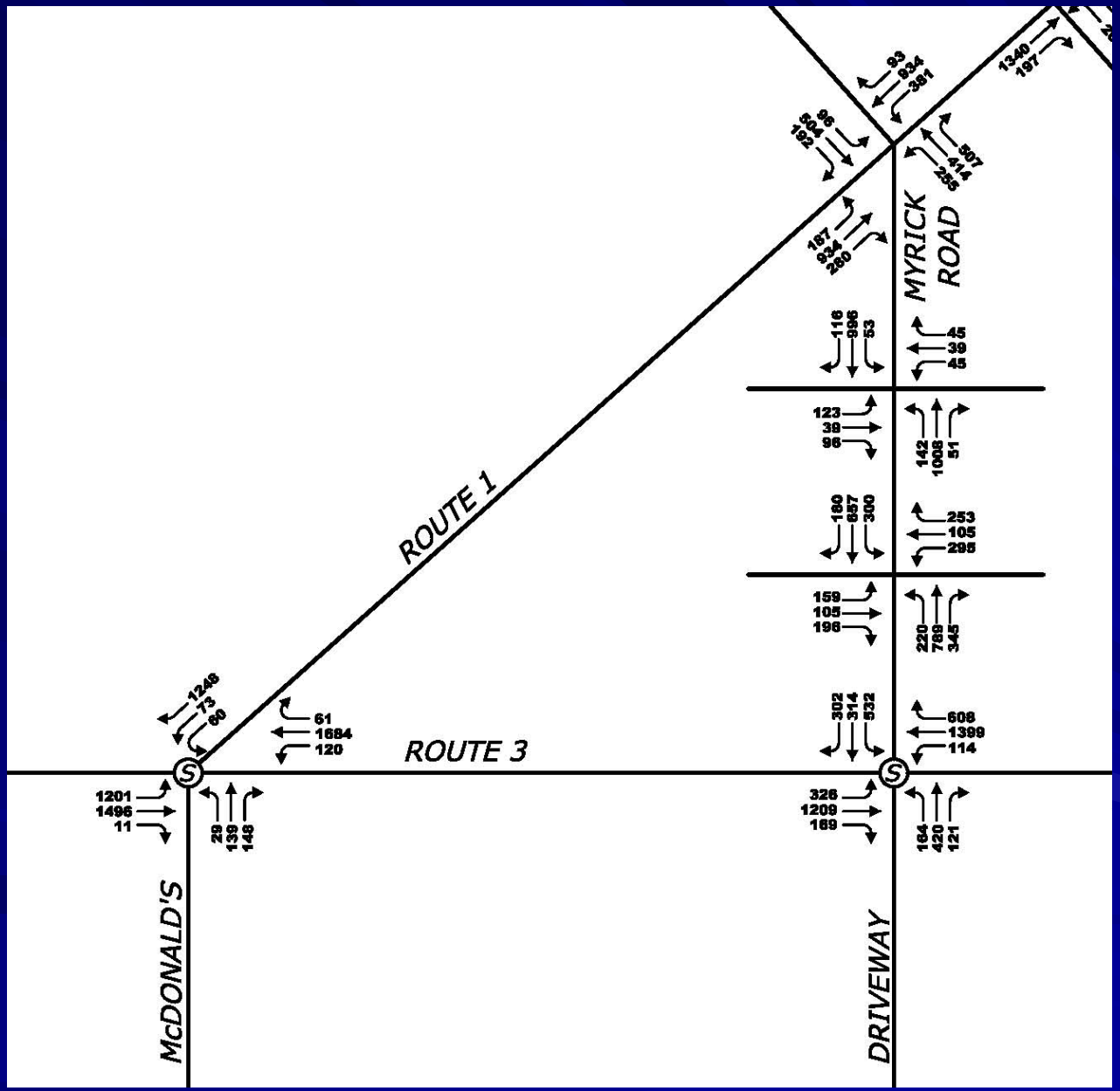
Pros

- Maintains Existing Traffic Patterns
- Provides left turn lanes on Route 1/3 for turning traffic, improving flow of through traffic

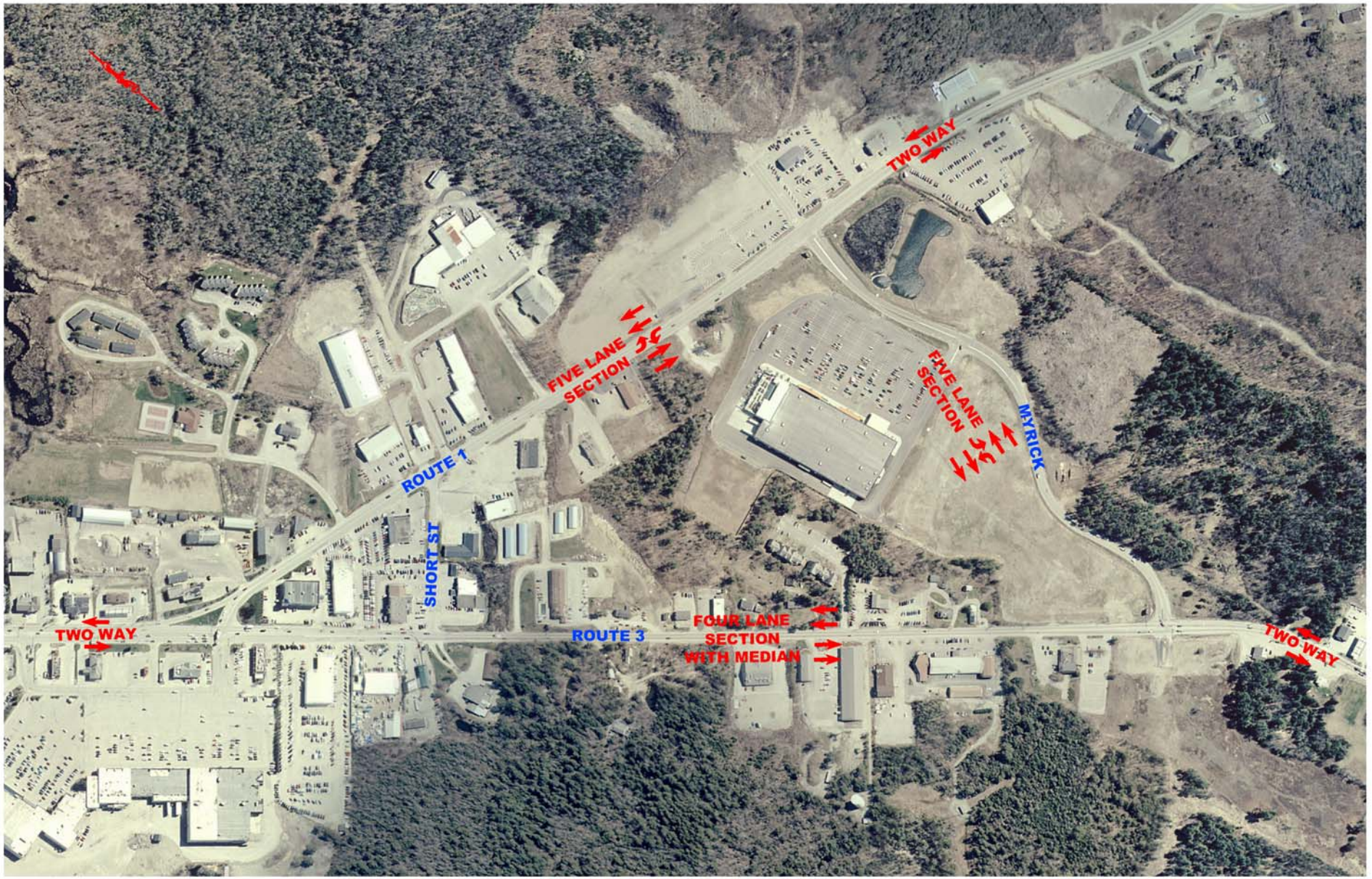
Cons

- Adjacent grades between triangle and Myrick and a 4F property limits the amount of widening that can occur
- May Require taking Hotel

2025 Forecasted Volumes



Alternative 8



Pros

- Maintains Existing Traffic Patterns
- Provides left turn lanes on Route 1 for turning traffic, improving flow of through traffic
- Provides Median on Route 3 to eliminate left turning traffic improving flow of through traffic

Cons

- Median on Route 3 limits access to business

Opinion of Cost – Alt. 6

Location	Cost
Route 1	$ 3,600,000.00
Route 3	$ 5,152,000.00
Buttermilk/Beechland	$ 378,000.00
Myrick Street	$ 2,386,000.00
PE (10%)	$ 1,151,600.00
CE (10%)	$ 1,151,600.00
Total Improvements	**$ 13,819,200.00**

NOTES:

1. Opinion of cost does not include Legal Costs.

2. Opinion of cost does not include the remediation or removal of any special or hazardous materials such as Asbestos, PCB's, etc.

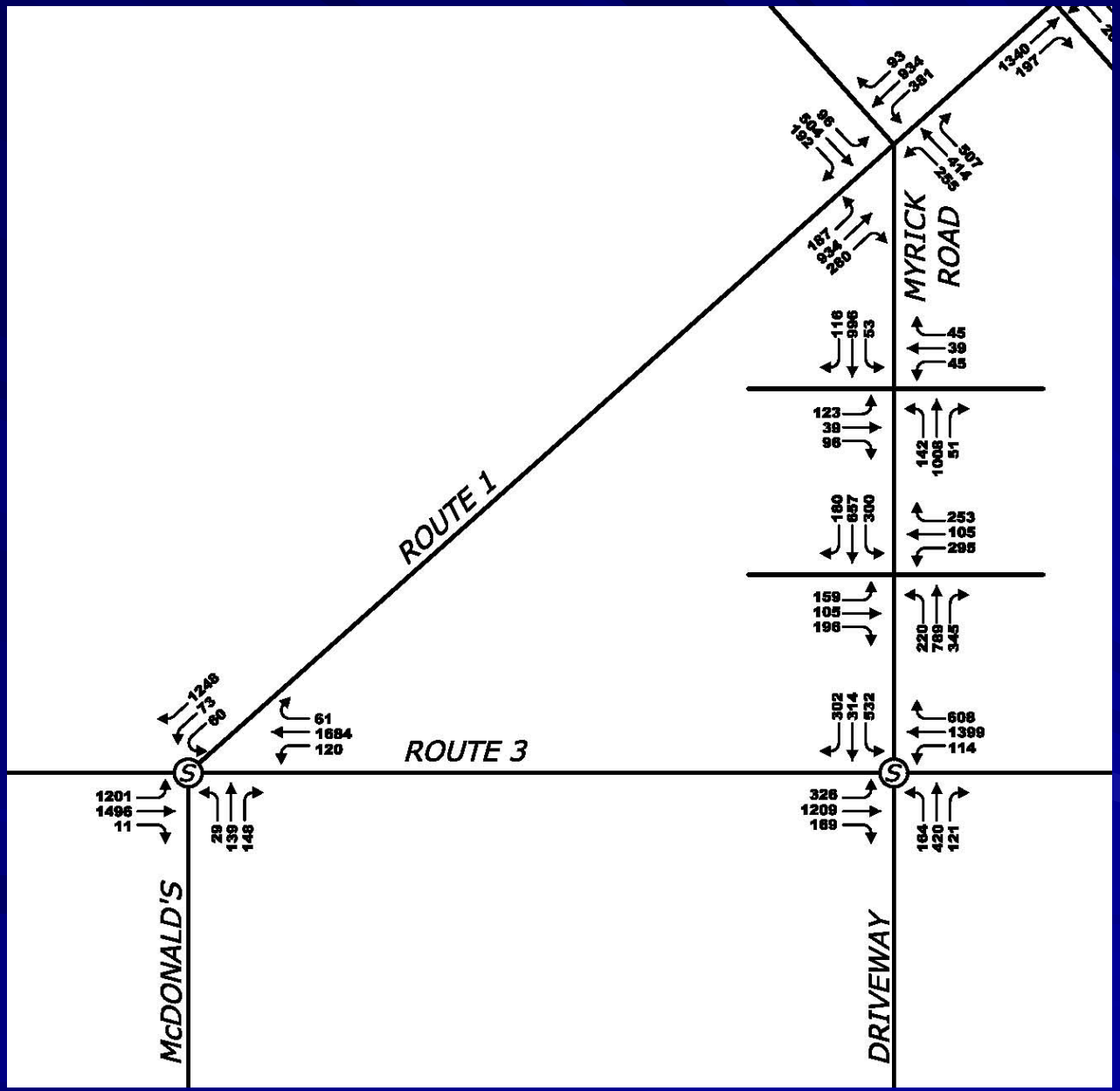
3. Opinion of cost does not include costs associated with right of way

4. Opinion of cost does not include costs associated with wetlands

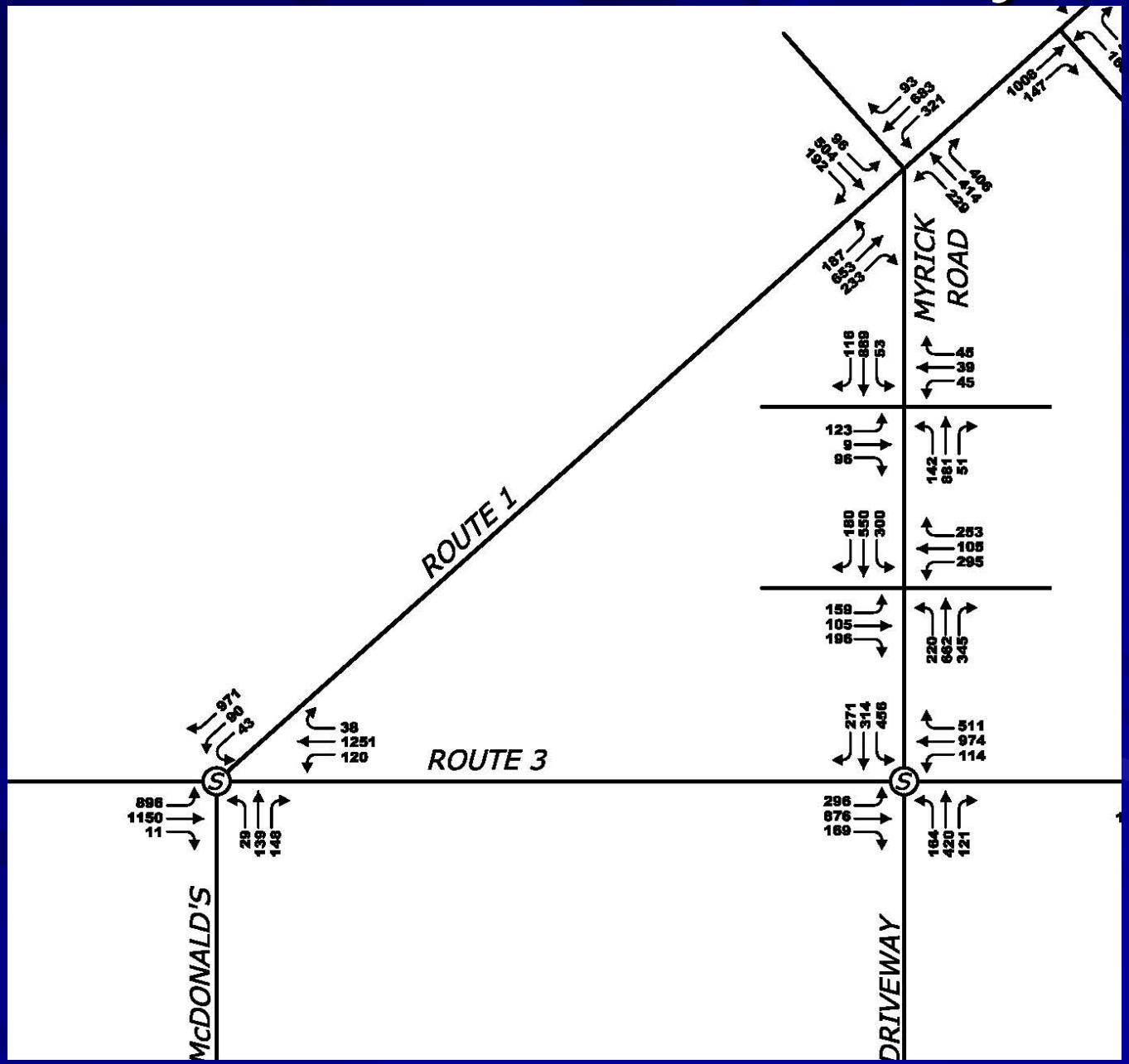
5. Opinion of cost is based on MDOT 2004 unit prices

6. Opinion of cost does not include utility relocations

2025 Forecasted Volumes



Forecasted Volumes 1%/year



Recommended Alternative

- Alternative 6
- SimTraffic Model

The End